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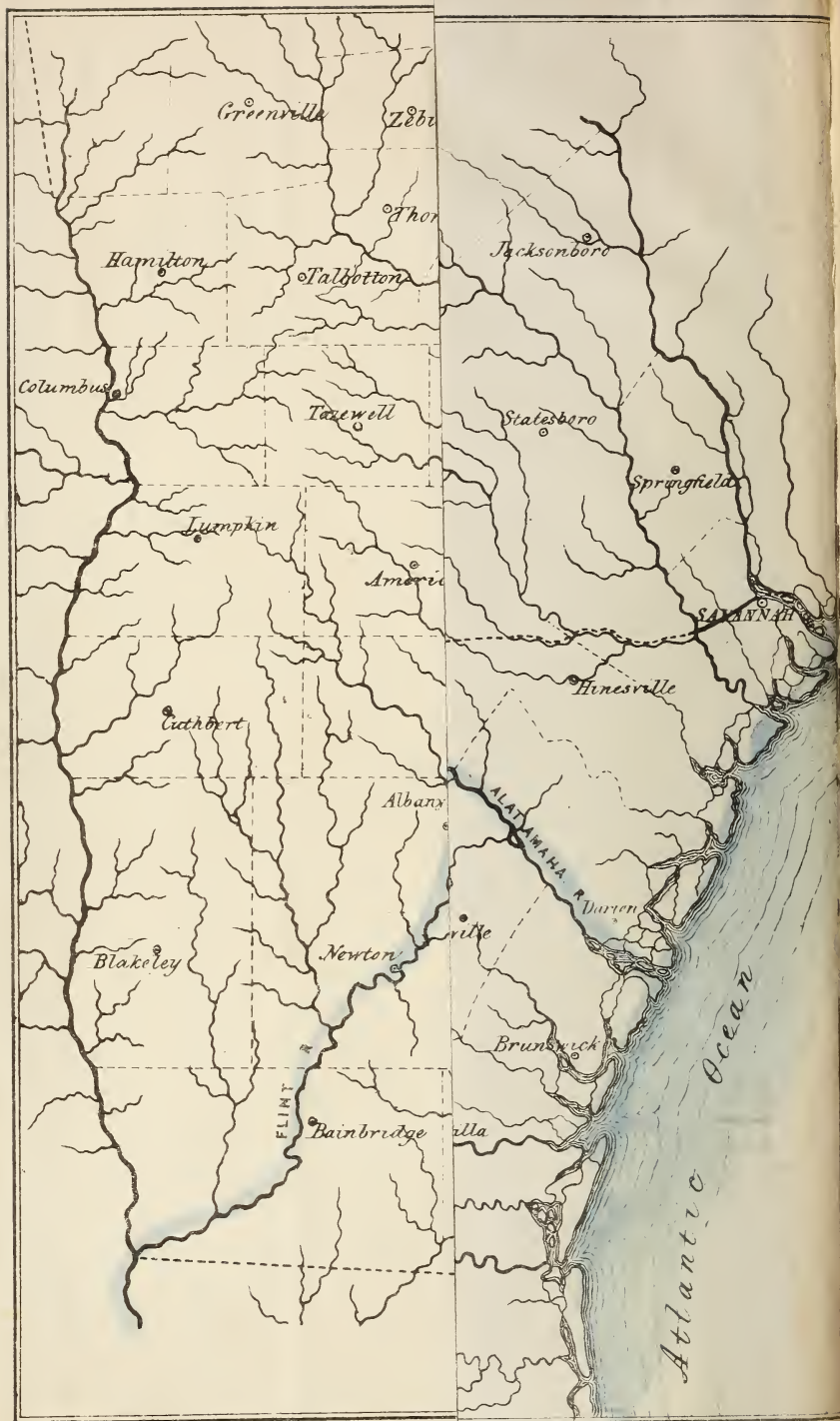






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**A BRIEF**

DESCRIPTIVE AND STATISTICAL SKETCH

OF

280

**GEORGIA,**

**UNITED STATES OF AMERICA:**

DEVELOPING ITS IMMENSE

**AGRICULTURAL,**

**Mining and Manufacturing Advantages,**

WITH

**REMARKS ON EMIGRATION.**

ACCOMPANIED WITH

*A MAP & DESCRIPTION OF LANDS FOR SALE*

IN

**IRWIN COUNTY, STATE OF GEORGIA.**

BY

**RICHARD KEILY.**

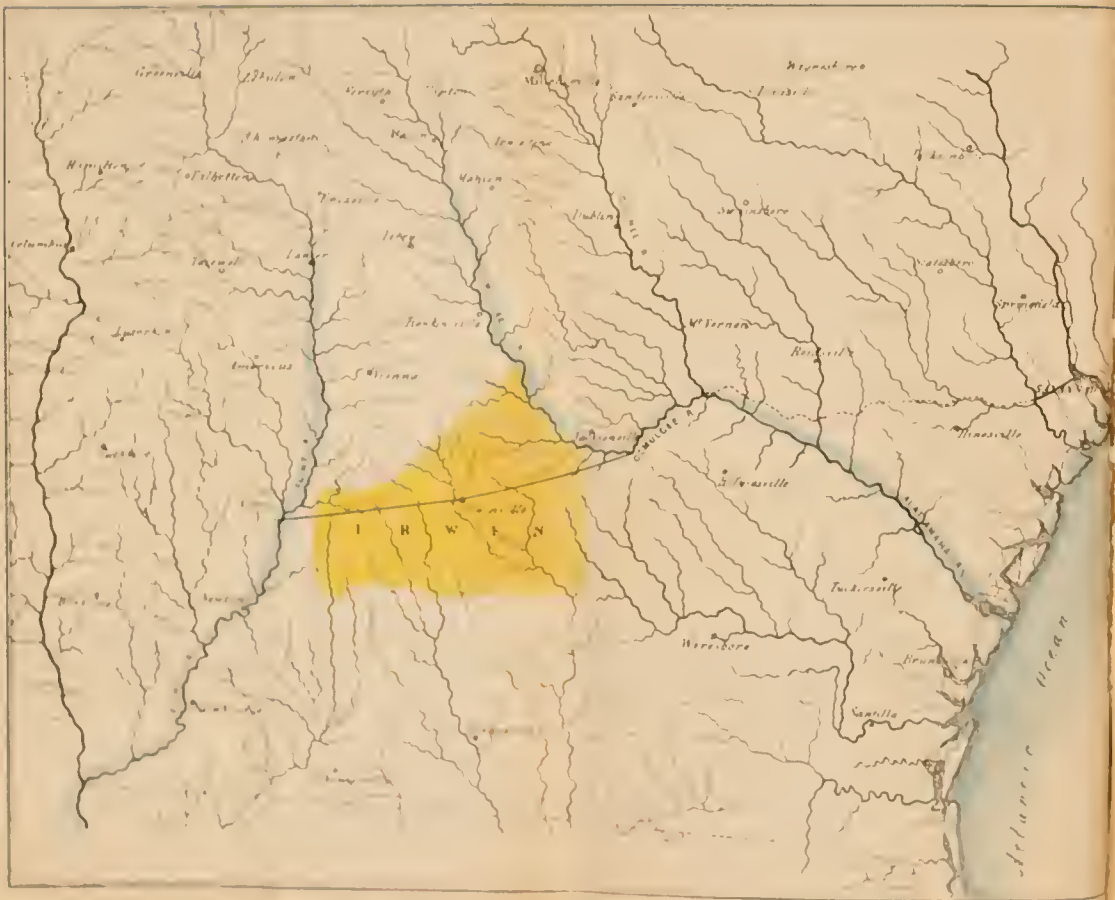
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A BRIEF  
DESCRIPTIVE AND STATISTICAL SKETCH  
OF  
GEORGIA,  
**UNITED STATES OF AMERICA.**

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It must be apparent to all who have considered the condition and situation of the farmers, small tradesmen, and labouring classes of the United Kingdom, that the subject of Emigration has become one, not only of expediency, but of urgent necessity. The heavy burthen of a constantly increasing pauper class, and the circumstance that thousands, able and willing to work, but unable to procure it, are sinking down from independent labourers to swell the ranks of pauperism, must startle the minds of all those who thoughtfully contemplate the state of society. In fact, the institutions of the country cannot be secure while the base of the social edifice is thus unsound. It is right, then, that attention should be directed to those regions in various parts of the world where extensive districts of surpassing beauty and fertility invite the unemployed labour and unproductive capital of this country. Is it not, therefore, more in accordance with the designs of Providence that they should be brought into cultivation and become the habitations of an industrious and thriving population? It is certain that millions of those who are now pining in want, and seeking in vain for employment, might there find occupation, plenty, and happiness.

On the necessity of Emigration, as a relief to vast numbers in this country, there is scarcely a difference of opinion. The debate arises

as to the best means of carrying it on, and as to the fields most suited for British enterprise and skill. Public opinion has already marked a decided preference for the United States, which has been strengthened by the statement made by Earl Grey, in the House of Lords, February, 1849, recommending that emigrants should not proceed to Canada, but to the United States. When all circumstances are fairly balanced, there is no part of the world more inviting to emigrants of all classes. Over the vast American continent there is every variety of soil and climate; a people speaking the English language, adopting English habits, living under free institutions, and far advanced in all the arts of civilized life. No nation in the history of the world ever attained such an eminence in so short a time, nor made such a rapid advance in arts, literature, and commerce. A large portion of that country is still unexplored, but there are known to us; and within twenty day's sail of England, some of the finest land in the world. These lands offer a home to the crowded denizens of our large towns, and a field for the employment of that energy which is prostrated by the fierce competition going on in this country. It is impossible to fix the mind upon this empire, so powerful, so prosperous, so fruitful, without seeing that it will become, and that very speedily, the great outlet for the superabundant population of the European states.

The rapid growth and amazing resources of the United States may be gathered from a few general facts. We find from official documents that, in 1827, the tonnage of America was 1,620,000 tons; in 1847 it had increased to 2,840,000 tons. The assets in 1827 were 82,000,000 dollars; and in 1847, 158,000,000 dollars. The coffee consumed in 1827 was 28,000,000 lbs.; in 1847, 150,000,000 lbs. Tea, in 1827, 3,000,000 lbs.; in 1847, 14,000,000 lbs. The growth of her cities has been equally remarkable. New York contained in 1827, 170,000; in 1847, 500,000. Boston, in 1830, contained 44,000 inhabitants; in 1847, 120,000. Then, with regard to population, there can be no fear of a redundancy for centuries to come. There is unlimited scope. If, for example, the unlocated tracts of fertile land already explored in the neighbourhood of navigable rivers were

peopled as thickly as England is now, they would support a greater population than that of the whole of Europe. If we look again at the railroads, we find the like progression and expansion of power. Seventeen years ago there were no railways; now, there are lines to the extent of 6,000 miles. Some few years ago there were no electric telegraphs; now, there are above 3,000 miles of this communication. We find, also, in her busy towns the growth of manufactures has kept pace with her other improvements, many of the articles vying with the best products of English skill. It is clear that these astonishing results could not be produced, except there was great energy, enterprise, and power, both physical, moral, and intellectual.

As yet, unfortunately, little is understood in this country of this magnificent continent and this truly great people. It is true that numerous works have been published, but with few exceptions they are the effusions of superficial and prejudiced observers. They disseminate a number of undefined ideas, unfavourable to American institutions, and to America generally. It need not be said that the cultivation of such a feeling is highly injurious to the interests of this country; feelings of kindness and reciprocity ought to be extended to a people with whom our own interests are so closely intermingled. It is obviously the true interest of each nation to cultivate the most friendly relations, and these can only be founded upon a thorough knowledge of each other.

The fact that slavery is still tolerated and encouraged in some of the States is doubtlessly to be regretted, but the best way of breaking it down is by promoting by every fair means the introduction of a new population. It is well known that the proslavery feeling is declining in many of the States,\* and the idea is becoming more diffused that free labour is the best, cheapest, and most satisfactory. The Americans are too shrewd a people not to perceive that strength and security are incompatible with the

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\* Louisville, Kentucky, 4th Oct., 1848.—Extract of a letter from the Roman Catholic Bishop of Charlestown:—"As to slavery, *it will, it must*, ere long, cease. Such will be the inevitable course of things."



continuation of any injustice. At any rate, those who look on from this side of the Atlantic would do well to consider the best means of accomplishing the extinction of slavery, and that unquestionably is by the immigration of a fresh people.

America will be the great field for Emigration; but in consequence of the general ignorance of the United States, some strange mistakes have existed in relation to the climate. General conclusions have been drawn, founded, perhaps, upon what may be true of one locality. Throughout the States there is every variety of climate, soil, and production; some portions are known to be unhealthy, while others are suited to the European constitution, and well adapted to the successful cultivation of every kind of vegetation. There are rich mines, and in its rivers, and lakes, and tributary streams, advantages possessed by no other part of the world.

The prejudices as to climate have more particularly existed in relation to the Southern States. Some portions of them have a tropical sun, others are sheltered by the mountains, or fanned by the breezes from the ocean. Few of them are more unhealthy than New York. We hear of the unhealthiness of Virginia, the Carolinas, and Georgia. In reference to these States I cannot do better than give a few extracts from a pamphlet, written by David Hoffman, Esq., a citizen of the United States, a gentleman of the highest legal acquirements, and whose knowledge of its climate and internal resources is most extensive:—

“There is an extremely common mistake in regard to climate, which ought to be, *in limine*, corrected. We hear of the want of health in many of the southern States—viz., Virginia, the Carolinas, and Georgia. This is quite true; the water-courses in those states are often decidedly so; but the error lies in this—the remark is only true in regard to the eastern section of those States respectively, and is wholly false if at all applied to the western sections. When you reach the hilly country and the fine valleys of that western portion, the climate is not only entirely salubrious, but one of the most charming in the world. It may then be asked, why do not the Virginians, Carolinians, and Georgians themselves emigrate thither? The answer

is at once at hand, and is various; at first, the inhabitants on the Atlantic border do very often establish their country cottages in the mountains and valleys of the western section of their States. There we find their watering-places, their mineral baths, their places of summer resort, and greatly in preference to the far north. Secondly: The Atlantic border was first settled, is now very populous, is full of lands adapted to tobacco, cotton, and rice—attractions, certainly, too strong to be overcome by a few autumnal months of possible bad health, for they become greatly acclimated. Thirdly: Such persons as are resident in the western portions of the Atlantic States know not the real value of the hills and mountains they inhabit; they know little of wool growing, of cattle raising, of cleaving down forests, of the solid packing of hay, &c., which would render these lands of great value to all who would thus deal with them.

“The lands are fairly good, often excellent, abundant in game; sheep have no enemies of any kind, all dangerous wild beasts being utterly exterminated. Sheep and cattle need no housing in winter. Poultry could be raised in countless numbers; and very many sources of profit could be resorted to, and a ready market be had, were these hills and valleys peopled by an industrious and really experienced population.”

Again he says:—

“It may also be stated, with some confidence too, that the very low-priced lands do by no means necessarily imply very inferior lands; for, in Western Virginia, Georgia, the Carolinas, and in Eastern Tennessee, &c., lands at from 70 cents to 3 dollars might well be preferred to lands at any price, at all probable to be asked for them in the quite new States. United States Government lands, situate in remoter States, may seem very low at 1 dollar 25 cents, and they may be had in countless abundance; but the pioneer life they lead suits not the European emigrants, especially if with young families. And if the emigrant seeks Government lands in the somewhat new, but settled States, he will find them scarce, or inferior, or situate out of the way, and often the refuse, as being pretty thoroughly picked over. And in such States, if they desire to purchase entered lands, they, if

at all good, will range from 4 dollars 50 cents to 8 dollars, unless in some special cases, arising from special cause, none of which, however, may come to the cognizance of the emigrant."

I cannot refrain from adding the following extract, also, from Mr. Hoffman's pamphlet:—

"It really surprises me much to see wealthy men, though still anxious to grow more so, yet looking to two-and-a-half or three per cents., or possibly five or six per cent., when, by only a little enterprise and judicious management, ten or twenty times that amount has been and could be realized in *terra firma*, unaffected by those numerous risks necessarily attendant upon commerce; and when, also, at the same time, they may effect a great blessing to the cause of humanity by converting good or rich lands from a wilderness condition into territories flourishing in population, in agricultural riches, in thriving hamlets, towns, and cities! In the year 1816, I beheld an aged man of wonderful enterprise, ordering the cleaving-down of a forest for the laying-out of a town. Thousands of stumps of trees were there—vines, and bushes, and brambles were yielding to the knife and scythe—hundreds flocked there—small houses arose, as if by magic—and now, in 1847, there is a wealthy population of quite fifty thousand. But no log or wooden house is there to be seen—stately brick or granite buildings abound, lofty fire-proof warehouses, sumptuous mansions, beautiful Churches, solid bridges, well-paved streets, gas-lights in abundance, and, in all varieties, drays, carts, carriages, &c., enliven this scene of wonderful prosperity; and that is the town of *Rochester*; and nearly the same may be said of very many other towns. These things *are* so—they are facts not to be controverted—and the *statistics* of the United States, in respect to population, railroads, canals, turnpikes, the growth of towns, the development of mineral wealth, such as coal, iron, copper, lead, and even gold and silver (not to mention lime, clay, the manufacture of bricks from the mere clay, by steam pressure), were those statistics, I say, carefully collected, they could not fail to unfold sources of solid wealth, and reveal to an admiring world no causes of narrow jealousy, but ample reasons for lively gratitude to Providence,

and of earnest dedication to them all, so that they may be made abundantly available in the general cause of humanity, whilst they greatly extend the individual means of sterling wealth to themselves, and of diffusing over the wide surface of the new world the too dense and sometimes impoverished population of the old world ; and that this would prove a signal blessing to both, who can doubt ?”

\* \* \* \* \*

It being my object more particularly to direct attention and to promote Emigration to the State of Georgia, the portion of which I have on sale being highly eligible as a settlement for that class of persons which have been referred to—persons with small means, who find great difficulties in this country and wish to lay the basis of future independence in another, I think it right, and in fact essential for their satisfaction and information, to lay before them the following official statement given from the Report of John Macgregor, Esq., M.P. for Glasgow, presented to both Houses of Parliament by command of Her Majesty:—

Georgia is bounded north by Tennessee and North Carolina; north-east by South Carolina; east by the Atlantic; south by Florida; and west by Alabama. It is between 30 deg. 30 min. and 35 deg. north latitude, and between 80 deg. 50 min. and 86 deg. 6 min. west longitude, and between 3 deg. 52 min. and 8 deg. 47 min. west from Washington. It is 300 miles long from north to south, and 240 miles broad from east to west, The area of this state comprises about 58,000 square miles, or 37,120,000 British statute acres. The population in 1790, was 82,584; in 1800, 162,686; in 1810, 252,433; in 1820, 348,939; in 1830, 516,567; in 1840, 691,392, of which 280,944 were slaves. There were, in 1840, employed in agriculture, 209,283; in commerce, 2,428; in manufactures and trades, 7,984; mining, 574; navigating the ocean, 262; navigating canals, rivers, &c., 352; learned professions, 1,250.

**SOIL AND AGRICULTURE.**—For an average of about seven miles distance from the main land, the sea islands, intersected by inlets, communicating with each other, form a well-sheltered inland naviga-



tion for vessels of 100 tons burden, along the whole coast. These islands consist of salt marsh, and land of a gray rich soil, which produces the well-known sea-island cotton. The natural growth of this soil is pine, hickory, and live oak. The part of the State above the falls of the rivers is called the Upper country, and has generally a strong and fertile soil, often inclining to a red colour, and further back, mixed with a deep black mould, producing cotton, tobacco, Indian corn, wheat, and other kinds of grain. Black walnut and mulberry trees grow abundantly in this soil. The forests also produce oak, pine, hickory, and cedar. The fruits are melons, figs, oranges, pomegranates, olives, lemons, limes, citrons, pears, and peaches. The pine-barrens produce grapes of a large size and excellent flavour. The country on the north, near the boundary of Tennessee, becomes mountainous.

**LIVE STOCK AND AGRICULTURAL PRODUCTS.**—In this State there were, in 1840, 157,540 horses and mules; 884,414 neat cattle; 267,107 sheep; 1,457,755 swine; poultry to the value of 449,623 dollars. There were produced 1,801,830 bushels of wheat; 12,979 bushels of barley; 1,610,030 bushels of oats; 60,693 bushels of rye; 20,905,122 bushels of Indian corn; 371,303 lbs. of wool; 19,799 lbs. of wax; 1,211,366 lbs. of potatoes; 16,969 tons of hay; 10 tons of flax and hemp; 162,894 lbs. of tobacco; 12,384,732 lbs. of rice; 163,392,396 lbs. of cotton; 2,992 lbs. of silk cocoons; 329,744 lbs. of sugar. The products of the dairy were valued at 605,172 dollars; and of the orchard, 156,122 dollars; of lumber, 114,050 dollars. There were made 8,647 gallons of wine. The staple commodities are cotton and rice, of which great quantities are exported.—*Official Returns.*

**MINERALS.**—Copper and iron have been found in this State, and there are several valuable mineral springs, but much the most valuable mineral production is gold, which is found in the north part of the State, in considerable quantities.—*U. S. Gaz.*

**TRADES.**—In 1840, there were four commercial and eighty-two commission houses engaged in foreign trade, with a capital of 1,543,500 dollars; 1716 retail dry-goods and other stores, with a capital of 7,361,838 dollars; 442 persons were employed in the lumber trade,

with a capital of 75,730 dollars; 194 persons were employed in internal transportation, who, with seventeen butchers, packers, &c., employed a capital of 12,885 dollars.

MANUFACTURES.—In 1840, the value of home-made or family goods was 1,467,630 dollars. There was one woollen manufactory employing ten persons, producing articles to the value of 3,000 dollars, with a capital of 2,000 dollars; nineteen cotton factories, with 42,589 spindles, employing 779 persons, producing articles to the value of 304,342 dollars; employing a capital of 573,835 dollars; fourteen furnaces, producing 494 tons of cast iron, employing forty-one persons, and a capital of 24,000 dollars; 130 smelting houses employed 405 persons, and produced gold to the value of 121,881 dollars, with a capital of 79,343 dollars; fifty-five persons manufactured hats and caps to the value of 22,761 dollars, with a capital of 7,950 dollars; 132 tanneries employed 437 persons, and a capital of 127,739 dollars; 102 other leather manufactories, as saddlers, &c., produced articles to the value of 123,701 dollars, with a capital of 60,932 dollars; six potteries, employing twelve persons, produced articles to the value of 2,050 dollars, with a capital of 790 dollars; 184 persons produced machinery to the value of 131,238 dollars; nineteen persons produced hardware and cutlery to the value of 7,866 dollars; 555 persons produced bricks, and lime to the value of 148,655 dollars; 2,633 persons made 764,528 lbs. of soaps, and 111,066 lbs. of tallow candles, with a capital of 27,126 dollars; 393 distillers produced 126,746 gallons, which, with twenty-two breweries, employed 218 persons, and a capital of 28,606 dollars; 461 persons manufactured carriages and waggons to the value of 249,065 dollars, with a capital of 93,820 dollars; 114 flouring mills produced 55,158 barrels of flour, and, with other mills, employed 1,581 persons, producing articles to the value of 1,268,715 dollars, with a capital of 1,491,973 dollars; ninety-five persons manufactured furniture to the value of 49,780 dollars, with a capital of 29,090 dollars; thirty-eight brick or stone houses, and 2,591 wooden houses, were built by 2,274 persons, at a cost of €93,116 dollars; twenty-four printing offices, and five binderies, five daily, five semi-weekly, and twenty-four weekly newspapers and six periodicals, employed 157

persons, and a capital of 134,400 dollars. The whole value of capital employed in manufactures was 2,899,565 dollars.—*Official Returns.*

CLIMATE.—The climate of Georgia is generally mild. In the low country it is unhealthy during the months of July, August, and September, excepting portions of the islands ; but the Upper country is salubrious and healthy. Snow is seldom seen, and cattle subsist with very little food but what they obtain from the woods and savannas.—*U. S. Gaz.*

RIVERS.—The rivers are—the Savannah, 600 miles long, bounding the State on the north-east, navigable for ships seventeen miles to Savannah, and a part of the year for steamboats, 250 miles to Augusta; the Altamaha, which is navigable for large vessels, twelve miles, to Darien, is formed by the junction of the Oconee and the Ocmulgee, and is navigable for sloops of thirty tons, by the former, to Dublin, 300 miles from the ocean; the Ogeechee, 200 miles long, and navigable for sloops for forty miles ; Flint river, which rises in the north-west part of the State, and, after a course of more than 200 miles, joins the Chattahoochee, forming the Appalachicola; the Chattahoochee, on the west border of the State, which is navigable 300 miles by steamboat to Columbus ; the St. Mary's river, in the south-west part of the State, rises in Okefinokee swamp, and is navigable seventy miles for vessels drawing fourteen feet of water. Okefinokee swamp is about 180 miles in circumference, and has within it several fertile islands.—*U. S. Gaz.*

EDUCATION.—The University of Georgia is located at Athens, and is designed to have an academic branch in each county. A few only of these have been opened. It was founded in 1788, and has been well endowed. In this institution and its branches there were in 1840, 622 students. There were in the State 176 academies or grammar schools, with 7,878 students; and 601 common or primary schools, with 15,561 scholars. There were 30,717 free white persons, over twenty years of age, who could neither read or write.

RELIGION.—The Baptists, Methodists, and Presbyterians are the most numerous religious denominations. In 1835, the Baptists had



583 churches, 298 ministers, and 41,810 communicants; the Methodists, 80 travelling preachers, and 25,005 white, and 8,436 coloured communicants; the Presbyterians, 75 churches, 45 ministers, and 4,882 communicants; the Episcopalians, four ministers; the Protestant Methodists, 20 congregations, and 15 ministers. Besides these there were a number of Christians, Roman Catholics, Lutherans, Scotch Presbyterians, Friends, and Jews.

**BANKS.**—In 1840, this State had thirty-seven banks and branches, with an aggregate capital of 15,119,219 dollars, and a circulation of 3,017,348 dollars. At the close of 1840, the state debt amounted to 500,000 dollars.

**PUBLIC WORKS.**—This State has several important works of internal improvement. The Savannah and Ogeechee canal extends sixteen miles, from Savannah to Ogeechee river, completed in 1829, at an expense of 165,000 dollars. The Brunswick canal extends from tide water on the Altamaha, twelve miles to Brunswick, at a cost of 500,000 dollars.—*U. S. Gaz.*

The Georgia railroad extends from Augusta, 165 miles, to De Kalb county. The Athens branch extends from the Georgia railroad thirty-three miles to Athens. Cost of the whole, including the Athens branch, 3,300,000 dollars. The Western and Atlantic railroad continues the Georgia railroad from the De Kalb county, 140 miles, to Chattanooga, on Tennessee river, at a cost of 2,130,000 dollars. The Central railroad extends from Savannah, 197 miles, to Macon, estimated to cost 2,300,000 dollars. The Monroe railroad extends from Macon, 101 miles, to Whitehall. The Ocmulgee and Flint river railroad, seventy-six miles in length, is designed to connect the navigable waters of these rivers, so as to form a communication from the Atlantic to the Gulf of Mexico.

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## PRINCIPAL SEAPORTS AND TOWNS.

AUGUSTA is situated on the south-west side of Savannah river, ninety-six miles from Milledgeville, 120 miles north-west from Savannah. Population, in 1830, 4,000; in 1840, 6,403. It is regularly laid out, and built chiefly of brick. The streets cross each other at right angles, and are ornamented with trees. It has a city hall, court house, gaol, theatre, arsenal, hospital, and a female asylum; seven churches—one Baptist, one Episcopal, one Methodist, one Presbyterian, one Roman Catholic, one Unitarian, and one African. It is connected with Charleston and Milledgeville by railway. The back country is fertile. Its trade is active, and it sends a great amount of cotton, tobacco, and other produce, down the river to Savannah. In 1840, it contained twelve commission houses in foreign trade, capital 245,000 dollars; 265 stores, capital 1,231,870 dollars; two furnaces, two printing offices, two daily, four weekly, two semi-weekly newspapers, and two periodicals. Capital in manufactures, 44,500 dollars.—*Official Returns, U. S. Gaz.*

COLUMBUS, situated on the banks of the Chattahoochee river, at the head of steamboat navigation; immediately below the falls on the river, which descends 111 feet in a distance of four miles above. It is situated 300 miles above the junction of the Chattahoochee with Flint river, and 430 miles above Appalachiocolo bay. The river, under the falls, is only 354 feet wide, below which it widens to 250 yards. The town is elevated sixty feet above the ordinary height of the river, and covers 1,200 acres. Two streets running parallel with the river, are 165 feet wide; six others are 132 feet wide. These are intersected by twelve other streets, at right angles, which are ninety-nine feet wide. It contained, in 1840, a court house, gaol, market house, five churches—one Presbyterian, one Episcopal, one Baptist, one Methodist, and one Roman Catholic—100 stores, about 700 dwellings. There is a flouring mill, and various mills and manufactories on the river. From thirteen to fifteen steamboats navigate the river, and steamboats ply to New Orleans. A steamboat

drawing five feet of water can ascend this place at any season. A bridge from the town crosses the Chattahoochee river to the opposite bank in Alabama. Population, in 1842, about 4,000. There were, in 1840, six foreign commission houses, capital 80,000 dollars; 106 retail stores, capital, 473,000 dollars; three printing offices, three weekly newspapers, and one periodical. Capital in manufactures, 39,800 dollars. Population, 3,114.—*Official Returns, U. S. Gaz.*

DARIEN, situated on the north side of the Altamaha river, twelve miles above the bar, at the entrance of St. Simond's sound. It contains a court house, a gaol, an academy, a Presbyterian church, a bank, and a printing office. It has an extensive trade in cotton. The bar has over it fourteen feet depth of water. The Oconee branch of the Altamaha has a steamboat navigation to Milledgeville; and the Ocmulgee branch is navigable to Macon; so that Darien forms the focus of the trade of the central parts of the State.

MACON, situated on the west side of the Ocmulgee river, at the head of tide navigation. A great quantity of cotton wool is shipped at this town; and about twelve steam-vessels, and several tow-boats, &c., employed in the trade. In 1822, there was only one hut in this place. In 1840, there were nine foreign commission houses, capital 75,000 dollars; eighty-two retail stores, capital 785,000 dollars; nine timber yards, building yards, &c. Population, 3,927.

MILLEDGEVILLE, situated on the south-west bank of the Oconee river, at the head of steam-boat navigation; had, in 1840, a population of 2,095 inhabitants, and some trade.

SAVANNAH, port of entry, is situated on the south-west bank of the Savannah river, seventeen miles from its mouth, in 32 deg. 8 min. north latitude, and 81 deg. 10 min. west longitude from Greenwich, and 4 deg. 10 west from Washington. It is 118 miles south-west from Charleston; 123 miles south-east from Augusta; 158 miles east-south-east from Milledgeville; 662 miles south-by-west from Washington. The population, in 1810; was 5,195; in 1820, 7,523; in 1830, 7,776; in 1840, 11,214—of which 4,694 were slaves. There were employed in commerce, 604; in manufactures and trades, 707; navigating the ocean, canals, &c., 241; learned professions, 131.

The city is built on a sandy plain, elevated about forty feet above the level of the tide. It was formerly considered unhealthy, supposed to arise chiefly from the rice grounds in the neighbourhood. On this supposition the citizens subscribed 70,000 dollars to induce the owners of the plantations to substitute a dry for a wet cultivation, by which the health of the place is said to have been much improved. This city is regularly laid out in the form of a parallelogram, with streets, many of them wide, crossing each other at right angles. There are ten public squares, containing two acres each, at equal distances from each other. These squares, and many of the streets, are bordered with trees, and particularly with the "Pride of India." Many of the houses are built of brick. On the east and west are marshes; and a pine-barren extends two miles to the south.

It has a good harbour. Vessels drawing fourteen feet of water come up to the wharfs of the city, and larger vessels come up to Fathom hole, three miles below. The city is defended by Fort Wayne on the east side, and by Fort Jackson at Fathom hole, three miles below. Much of the trade of Georgia centres in Savannah—the principal articles of which are cotton and rice. Twenty steam-boats of a large size, and fifty steam tow-boats, navigate the river. On Tybee island, at the mouth of the river, is a lighthouse. One line of packets, consisting of two ships and four brigs, one vessel sailing from each place weekly—and another, consisting of six brigs, ply between this place and New York. The Savannah furnishes great facilities for internal trade, and this river is connected to the Ogeechee by a canal sixteen miles long, which terminates at Savannah.—*U. S. Gaz.*

There are an exchange and two banks. The tonnage of the port, in 1840, amounted to 17,930. There were, in the same year, two foreign commercial and fifty commission houses, with a capital of 943,500 dollars; 191 retail stores, capital 855,190 dollars; eight lumber yards, capital 49,000 dollars; paints, drugs, &c., capital 35,800 dollars; three brick and forty-five wooden houses built, cost 138,100 dollars; four printing offices, two binderies, three daily, three weekly, three semi-weekly newspapers, capital 22,000 dollars. Total capital in manufactures, 105,460 dollars.—*Official Returns.*

## DESCRIPTION OF THE LANDS IN IRWIN COUNTY, STATE OF GEORGIA.

To the preceding remarks I beg to append the following detailed Reports from GENERAL BRISBANE, with reference to the lands for sale in Irwin County, State of Georgia; reports which I confidently submit to the perusal of every unprejudiced reader.

\* \* \* \* \*

The above Lands lie between 31 and 32 degrees North:—distant from the sea about 100 miles, and from England 18 or 20 days' sail. Climate delightful, and locality healthy; bounded by the navigable rivers, the Flint and the Ocmulgee; by the former a communication is open with the Gulf of Mexico; and by the latter (the Ocmulgee) which falls into the Alatamaha, a direct communication is open to the Atlantic Ocean.

A railroad has been commenced which will connect the Ocmulgee and Flint Rivers, and open a transit for freight and passengers from the Atlantic Ocean to the Gulf of Mexico; avoiding the tedious and hazardous voyage around the Cape of Florida. The works on this railroad have been suspended, in consequence of the financial crisis of 1845, although two-thirds finished, at a cost of 300,000 dollars; but as the project is a favourite object with the Government of the State, and its completion of the utmost importance to the surrounding country, there is no doubt of its being eventually carried out.

*In addition to the foregoing, I beg to add the following description of the Lands, taken from the letter of General BRISBANE, U. S., dated CHARLESTON, 21st August, 1848:—*

“In the first place, these lands lie within the State of Georgia,



and upon the broad table situated between the waters of the Ocmulgee and Flint Rivers, opposite to where they diverge respectively to the Atlantic and Gulf of Mexico.

“In the *second* place, the elevation of this district is some 250 feet above the level of the above-mentioned rivers, and some 400 feet above that of the Atlantic Ocean.

“In the *third* place, its surface is sufficiently rolling, from the fact, that the lesser streams of Georgia, which make into the Gulf of Mexico, take their rise in this section of the State, and from their equality in length, present a pretty semicircle of country for a distance of some sixty miles, upon which these lands lie.

“In the *fourth* place, the growth of this section of the State of Georgia is *pine*, as it belongs to a region situated below the primitive formation.

“In the *fifth* place, its soil is composed of silex, clay and lime; the siliceous quality generally prevailing, but in very few cases to such an extent as to prevent the most satisfactory returns to a system of judicious husbandry. There are no swamps.

“In the *sixth* place, the climate is salubrious, as seen in its elevation of 250 feet above the tertiary country that lies beyond it. This is proven also by the uninterrupted health of an hundred and odd Irish families, who were employed for three years on the railroad projected through it, with the view to unite the trades of the Ocmulgee and Flint rivers above-mentioned; or rather, that of the Atlantic with the trade of the Gulf.

“In the *seventh* place, the production of this district of the United States are various:—the Indian corn, oats, rye, wheat, rice, the sweet potatoe, Irish potatoe, the ground and bush pea, with beans of all descriptions, will furnish the grain crop in abundance—the sugar cane, cotton, multicaus, and grape wine, the crop for market. For

meats, every variety of animal; and for vegetables and fruits, the country is peculiarly adapted.

“In the *eighth* place, the situation of country will expose the occupant to all the difficulties of a new settlement. The lands are in their natural state; but being *free from undergrowth*, are brought rapidly into tilth, the plough being applied to them in the first year. The pine tree dies by being simply girted; and, by decay, is out of the way of the crop before maturity.

“In the *ninth* place, the profit to which the occupant may direct his labour. In addition to the planted crop, is the turpentine that the pine yields in great abundance, and little or no outlay of capital to prepare it for a ready market.

“In the *tenth* place, where capital is possessed, an equally easy method of adding to the production, would be, to stock the uncultivated land with sheep, the natural grasses forming their pasturage through the year.”

*I beg further to add the following particulars, extracted from a letter of General BRISBANE'S, dated CHARLESTON, 5th January, 1849:—*

“Period of Winter,—from November to April:—varies from 60 to 30 degrees; oftener ranging upon the higher degree. Summer varies from 60 to 90 degrees.

“Stock:—Horses, 30 to 75 dollars; an Ox, 12 dollars; Cow and Calf, 10 dollars; Cow, 6 dollars; a Sheep, 1½ dollars; Pig, 2 dollars.

“Agricultural labourer, 1 dollar per day.

“*Note*—a dollar in our money is about 4s. 2d.”



DETAILED REPORT  
OF  
GENERAL BRISBANE,

*Dated June 30, 1849.*

ADDRESSED TO RICHARD KEILY, ESQ.

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Charleston, So. Co. June 30, 1849.

Sir,—Mr. Northrop has sent me certain letters touching the settlement of certain lands owned by us in Irwin Co., Georgia, now in your hands for sale. I have read them over with care, and, at his request, answer them, as best acquainted with the conditions of the case. It is the first time that I have had the pleasure of addressing you directly, and you must therefore excuse me if I place my views touching these lands in Georgia, upon such a footing as will satisfy you clearly, not only as to their value, but of the prominent position which they occupy in any scheme of colonization that shall have force in the Southern portion of the United States. The best plan that I can devise for this purpose is, to go to the history of the purchase on our part, and the various opinions had on it upon this side of the water, long before we thought of offering it in the European markets. For the truth of this history and these opinions, you must of course trust to my veracity. In the year 1840, the State of Georgia had voted an appropriation of 3,000,000 dols. to cut her way through the Alleghany Mountains to the Great Valley of the Mississippi; her citizens expending some 3,000,000 to 4,000,000 dols. more, to accomplish this great end. Having been engaged by the

State of Georgia for the *location* of her portion of this great Western and Atlantic Railway, and having for some three years more been employed by her as *constructing engineer*, I became fully acquainted with her great resources as a State, and her peculiar importance, as the thoroughfare of the other States of the South in their way, not only to the Valley of the Mississippi, but to the other Southern States, to wit, Alabama, Mississippi, Louisiana, &c. I no sooner found then, that the great State Road was secured, than I engaged myself, with several of the leading men of Georgia and South Carolina, to open, by private enterprise, a route to the Western Rivers of the above States, intersecting these rivers at their heads of steam navigation, or, to use the language of the great Engineer, Bernard, who examined the subject before me, at the point, where the line, separating the *black* labour from the *white* labour of the South, must intersect these rivers, or, in other words still, and still more explicit, where the *primitive* country falls off into the *secondary* country of the south. We raised a Company of 300,000 dols. and commenced operations on the Ocmulgee and Flint Railroad,—securing a Charter for this purpose which had been granted years before under the direction of General Bernard, above referred to, but which Charter, from the delay of the Indians to leave the country, had not been taken advantage of. I have said that this operation commenced in 1840. You will remember that, at this time, everything was prosperous in the South; cotton held at 12 to 15 cents per pound, and railroad enterprise was exhibiting its powerful influence everywhere. In 1841, a general prostration prevailed in every department of industry;—cotton fell to 5 cents per pound, and the planters of our Company ceased payment on railroad stock. It was at this juncture that every means were resorted to, by which our roads could push forward, and a favourite one, working out subscriptions of stock by labour, and where the labour was free, working for the stock itself.

While engaged in bringing our slave-holding subscribers to this state of things, I came in contact with many white labourers, who had been acquainted with me upon the State road above, referred to, and who were now thrown out of employment, and they were willing to

undertake with the company for stock, if the then Bishop England, of the Charleston Diocese would guarantee the value of the stock and validity of the Company.

After a consultation with Bishop England, which lasted for three days, and when the minutest examination was had into the state of affairs, the guarantee on his part was given on the condition that a white man should be provided, with his free labour, for every black man who should be furnished by his master in place of the instalments which he owed on his stock. This arrangement was had, and the work in a short time, presented an operation through its entire extent (77 miles) in which one hundred whites, (Irish) and one hundred blacks were employed. For *two years* we pushed forward in handsome style, not a case of disaffection on the part of the whites—*not a case of sickness*, where their wives and families were with them, during the whole time,—not an instance of doubt as to the successful termination of the enterprise, took place to derange our plans. At this juncture, the State of Georgia determined to bring her vacant lands into market at a *descending* scale of prices, and the first thing we knew was the employment of persons, who acted for the *Capitalists* of the State, in tracing out our line of railroad, thereby locating on the map of the country those lots which lay contiguous to the railroad, and particularly those through which it passed. You may easily imagine the state into which it threw us. We had been then two years in the country, (the Irishmen and myself,)—we had become perfectly acquainted with its character, and had fully arranged to locate ourselves for life upon it. We had been working for stock, and therefore had no common fund that we could put in for a purchase from the State, and we knew the devouring character of the land speculators upon our heels, who would have purchased from the State, and then made us expend our whole road, or our interest in its stock for the fee simple. It was then that our mind was made up. I had the map prepared by my assistant engineers, a copy of which, Bishop Reynolds has furnished you, and with it hastened to Charleston to Bishop England, to raise if we could the funds necessary to the purchase. On my arrival in Charleston, I found Bishop

England, the father of the whole works, as we then regarded him, on his bed of death. Disappointed in the aid of this great man, I had a meeting of Dr. Bellinger and the two Messrs. Northrop, and by our joint means procured such funds as we thought would at least secure the lands through which the road passed. One of the Messrs. Northrop (the Dr.) accompanied me back to Georgia to examine *in person* the character of the lands and determine the price we should give. Knowing, as I before stated, that the capitalists of Georgia were on our track, I took the precaution of visiting the seat of Government in person, and finding that, if I suspended purchase until the lands fell to the minimum, I should lose all; I at once laid out two-thirds of our fund at the then price;—securing the right of way at least, and enough for a handsome estate for each of my men to settle upon for life. I waited to the last to contest for the minimum prices. The report in the meantime got abroad that I had purchased up all that was in the neighbourhood of the road, and when the rate fell to the minimum, a friend, whom I had at the seat of Government, immediately seized the advantage which this report produced, and purchased up to the full amount of our remaining funds. We now owned, not only our road, but a handsome district of country.

For a year more we struggled on, Sir, and against every other obstacle, promised fair to achieve our object. But a road of seventy-odd miles is not easily graded, built, and provided with horse cars even, on mere stock payments. Our expenditures began to increase upon us, and the situation of our cotton planters not improving, extraordinary means, were thought necessary to secure our ends.

I repaired to New York, and after a careful examination into our entire interest, road, lands, &c., &c., Bishop Hughes made arrangements to fill the place of the vacant Bishopric till the new appointment, and made the necessary advances in funds. But who can foresee difficulties. No sooner did Bishop Hughes begin to pay out money for the advancement of the Ocmulgee and Flint Railroad, than the entire *credit* system broke down, and cash was demanded for everything. And I here again come to the main subject of this letter, our lands, and the test of their value. I have before stated that Dr.



Northrop, a brother of the lawyer, accompanied me to examine the lands, before purchase. This gentlemen had seen much of the territory of the United States, and was, therefore, a good judge. After a fair examination, which lasted some weeks, Dr. Northrop came to the conclusion to sanction the purchase, but only on the supposition that they should be occupied by persons who could take every advantage of the resources of the country,—grazing, timber-cutting, turpentine-curing, and such other appointments, as would give the settlers time to prepare *as farmers* for improving the lands by severe culture. Dr. Northrop believed that the lands would never come into, what we call, the negro market,—never be opened by slave labour. As this had never been our object, we purchased, as I before stated, with his approbation, and after full examination had *personally*. But a second scrutiny must be instituted at the point at which I left the history of the road. Bishop Hughes's aid having proved injurious, the next step was to organise a Colonization Company, and take up at certain prices such portions of the land as would provide adequate funds for the prosecution of the road. This was done in Philadelphia, and here, a most careful agent appointed, by the persons constituting the embryo Company, to visit Irwin County in the very midst of summer for the purpose of examining it with its various *crops* on the *ground*, and in fact all such subjects as would enter into the interests of a colony. But they were more particular still; the agent was selected from their most experienced railroad contractors—an Irish farmer originally—and he was to report upon the character of the road leading through the lands, as well as the lands themselves. This old gentleman spent about a week in the country, visited a dozen farms, and put a hundred questions. On his return to Philadelphia, his report was as favourable as was required, and nothing could have prevented the operation proposed, but the entire rupture of the Company, which took place at the time, or even before he reached Philadelphia. A false report was put in circulation that they (the Irish labourers) were to lose the road by a sale by the Company, and a general row took place. The party who wanted to dispel the Irish—a railroad company who thought that they could buy the road for a

song—and who made the report, failed of their object, but we were no better-off. All operations were suspended, and the enterprise regarded a failure. It has remained so till now.

Now, Sir, I have given you a full account of the whole enterprise in which you and your friends are embarked. You know now who I am; how I came to engage in the work; what it proposes to accomplish; how the lands were purchased by us and our object; how they were examined before purchase, and what was the opinion; how they were a second time examined, and the result; and you are privy to the cause of our failure to complete the road, and *settle* the lands *ourselves*.

So much *before* placing the business of the lands in your hands, or before any interest was taken in them by Bishop Reynolds, who placed them in your hands. When this able Ecclesiastic took charge of our diocese (*after* the entire failure of the enterprise) I waited on him and submitted the case of our Irish labourers, who were deprived of their earnings and prospects in life,—earnings wrought for, and prospects indulged in for three years, and closed by proposing to make the Church a part owner of our landed interest, and to sell him such a remaining portion as would repay him for the trouble he would be placed-at to put us upon our feet again. Bishop Reynolds entered, as a *third* Bishop, into the examination of the question, and after full deliberation, made the purchase on his own part, settled the property on the Church, and, before he left for Europe, satisfied himself of the entire subject by inquiries from such as had been employed with us on the road, and were fully acquainted with the lands, the health of the country, and opinion of the means.

This brings me thus to the point, when I trust that I have a *right* to criticise the letter written by Mr. Smyth's agent, Mr. Mulhern.\* But let the criticism grow out of what is here put down as the

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\* This alludes to the letter of Mulhern, a labouring man, who, with his wife and three or four others, were sent out by Mr. Smyth, of Dublin, the purchaser of 1000 acres of lands. Mulhern's great complaint was,—no communication, no public roads, and the few inhabitants he saw looked like savages, or Wild Indians; further, "their chief food is Indian corn bread, bacon, and coffee without sugar." He finished by saying, "I don't think that sort of food will agree with Irish women, that is so fond of sweet tea."

faithful history of the country. 1st. We did ourselves occupy the country, and for nearly four years. We were an hundred—a goodly colony. During that time not a physician visited the work; we had I think seven children born on it during the time, and no finer children could have been furnished in any country. Our men were perfectly satisfied to make it their homes for life, and the completion of the road would have given us one hundred farms, opened the first year. Nor were these the mere labouring Irish;—Bishop England sent out at least forty, with their families, many of them from among the genteelst of Charleston; Bishop Hughes sent out as many as twenty from New York, most mechanics, and we invariably found the most intelligent, the most sanguine of their future occupation of the entire country. The man Dumphy, whom it is contended, would not go back on any pretence, was one of our labourers, and *did go back* the week after Mulhern returned, with Nealon and party and is now absent; and more, while Mulhern was in Charleston, he, Dumphy, endeavoured to purchase a lot adjoining Mulhern's intending if they returned to become a settler with them. This, Dumphy told me before Mulhern, and not only Dumphy, but most of the men who worked on the road would hasten back and settle there if put in operation again. As to the occupancy of the *squatter*, who might have built on the lot Smyth purchased, that was nothing. I told him—Mulhern—to go to Mr. Northrop, and as a lawyer, he would furnish Dumphy with papers to eject him—the squatter—on the instant.

As to the appearance of the people, and their cows and hogs, I can only say that they are the spontaneous growth of the country. For twenty-one years before we entered the country they had been living with the Indians and had imbibed most of their singular habits. They say little, despise to be encroached upon by settlement, live on their flocks, and, as you may suppose, exhibit many of the traits of the savage. But on this ground, did we not live among them for nearly four years? Did not some five or six of our best young Irishmen marry their daughters? Did they not, many of them, become warm friends of our Irish people, and when our road broke-up, showed them much sympathy? I will confess that these were exceptions, for



as I said, the great majority despise the idea of having settlers encroach upon them, and when the road was in danger, threw their weight in the scale against it. And this, Sir, is the great cause why all those who visit Irwin County must not for an instant, listen to the people in their descriptions of the country.

I will go further on this head, Sir, and here I must beg you to hear me distinctly;—Savannah is our dire enemy. She owns the great central road of Georgia, and our road is in direct conflict with it.—Our river debouches in a noble bay, (Sapello) far superior for trade to her's, and she is afraid of the country, laying to the south-west of the State, being opened out before her central road has topped it with its branches, which she is now attempting to do. It is a matter of history that Savannah was instrumental in the reports that broke up our road, and so long as your people write from there, you may expect to hear all that can be urged against Irwin county; I do not even except Father O'Neal, who is straining every nerve to settle a colony on the line of road of which I first spoke—the Cherokee country. But these are mere trifles to an enterprise which asks nothing of any interest but its own.—Irwin county, in a word, is destined to be the great WHITE workshop, to make up the raw material that is grown by the plantations around it, for a scope of 300 miles, and on a district of *malaria* country whose soil is not surpassed by any in the world. Hundreds of thousands of bales of cotton are now made on these plantations by the slaves who can alone work on the malaria soil, and all this cotton must be worked up in Irwin county, which belongs to the extreme end of the blue ridge *spurs*, 300 feet above the malaria plantations, and offering the healthiest settlement in the world for white colonies of cotton manufacturers. You may not be keeping pace with the march of cotton factory on this side of the Atlantic, but it is distinctly as follows. By the force of our tariffs passed by Congress, such encouragement was given to the *Eastern* States that they have been enabled to take from your English mills some 600,000 bales of the raw *Southern* staple. Out of this work they make at least two prices more than we make on the raw staple itself, and with this increase to their means, are in-

creasing rapidly their population, for you know that population follows capital. The effect of this increase is felt in Congress, and the great balance of political power is being injured by it. This has alarmed the Southern States, and they are determined, if the working-up of the cotton staple is to be effected in this country, it shall yield its profit to the section in which the cotton grows. Besides, from the saving on transportation to the foreign factories, they find that they can produce the wrought material much cheaper, and are therefore urged forward by the double inducement of gain and political policy. In this new order of things the State of Georgia has taken the lead, and we already boast in this Southern State to have settled the policy. Within the last three years she has banked up her rivers at the heads of Steam navigation (the points above referred to) and, in Columbus, on the Chattahoochee river, for example, has now at least a half dozen of the noblest factories for cotton. On this ground I plant the great importance of the extremity of the great blue ridge chain of mountains in Irwin county. It is reduced here to a compass of some 60 miles, and for three hundred around, is in the neighbourhood of the richest land in the world—the rotten limestone of the south, or malaria district. It is here that the best cotton (raw) can be always got, and where it can be worked-up with perfect impunity by English, Scotch, or Irish factory labourers; its blue ridge mountain character, rendering it perfectly healthy for them, while the surrounding rich lands produce the raw staple by negro labour. *This is the view, Sir, which should be entertained by any Colonization Company acting on the lands of Irwin county.* I am aware that your capitalists may demur at this sort of colonization, in direct opposition, as it would seem, to their own English interest which now works-up this cotton; but let me refer you to your own history. In the time of Cromwell, England was situated to Holland as we are now to you. She (England) determined to work with machinery herself, and in a few years, Holland was glad to make any compromise, but too late,—only those who saw the power of the little Island in the sea, and transferred their interest to her, *saved themselves*. It is so now with us. The sectional jealousy of the American states is beginning to exhibit itself on the score of

comparative wealth, and this jealousy will induce them to spare no expense to eclipse each other. On the part of the south, the chance of success turns on the raw staple cotton being grown and manufactured by her, and the south is determined to improve this chance to the uttermost. Let me here refer you for illustration to your own section, Scotland. She was rich in wool as a raw staple, and by importing machinery into Glasgow, Aberdeen, Inverness, &c., see how rapidly she developed their importance and her own in the scale of nations.

In view of these truths I would advise you to look on the value of Irwin county. Mr Northrop wrote to you as to the safety—the *greater safety* of European capital vested in south than north, from the firm character of our Agricultural interests. Worked by negroes, who can alone stand the climate of the richer soils; the proprietors of these soils, or planters, with our slave organisation, are like your hereditary nobility of England; they constitute, as Lord Wellington once said, “a well organised army, to keep down mobs, revolutions of all kinds, and as long as they exist, England is safe.” So say we of the South. But you will ask, What! establish cotton factories at once? Why we cannot command capital. Not so. In spite of Mulhern’s remonstrance against coffee without sugar, I will say that Irwin county with due care is one of the best sugar-cane countries I know; and he must be a poor squatter even, who does not raise his field of cane,—and they do do it. Now in view of this crop, I would prepare for erecting at each point on the road, adapted for villages, a sugar factory (price about 2000 dols.) Here the cane of the country (now made) would be hauled for grinding and boiling, a process, not understood by the people generally. The pine timber of Irwin county is celebrated for its turpentine; I would have at each village a turpentine factory, (price 1200 dols.) This is an interesting business, and with the road for transportation (but even without) would be a handsome interest. But the people around haul their grain sometimes forty miles to be ground. These factories could have attached to them grinding stones, &c. But I mean merely to show how the factory character could be at once introduced, and thus gradually prepare for



cotton operations. Again, I said that the people of Irwin County *traded* to a little town, Hawkinsville, some twenty miles from the road (I find by the map that it is a little more, but I did not direct emigrants to go to Irwin by way of Hawkinsville; it is quite above the county, and, by the bye, Dumphy told Mulhern this before leaving Savannah, but he persisted that the direction said so, and started for Hawkinsville);—I would advise in view of this trading so far, that capital in goods be provided at the road villages above referred to. This would yield a handsome profit from the surrounding country, and tend greatly to build up the villages. Of course this trade would be limited, for as Mr. Mulhern says, there are but a few people, some 300. Truly! Did he come here to find an *overstocked* country, or an *unoccupied* one that *he might settle*? If the former, he will be mistaken. We offer none such. We offer a high, dry, Virgin soil, not *rich* to KILL, as the neighbouring malaria country is (I have known 40 German families die in one summer in attempting to settle our richest land), but rich enough to make a lovely farming country. If it has sand, it has clay and lime also, and industry will make manure;—but I must end.

I have written with a free pen, Sir, but I felt that the character of myself and those, too sacred to be tampered with, was assailed, and I deemed this full excuse. With sentiments of great regard,

Your obedient servant,

RICHARD KELLY Esq.

A. H. BRISBANE.

I have I trust satisfactorily shewn by the preceding observations, by the statistical report of Mr. Macgregor, one of the present representatives of Glasgow in Parliament, by the extracts from the pamphlet of Mr. Hoffman and by the reports of General Brisbane, both the latter being citizens of the United States and gentlemen of acknowledged and undoubted honour, that the prejudice respecting the insalubrity of the climate of the southern states is partly unfounded, and where it exists, is confined to particular localities well known and easily avoided. In regard to the salubrity of the climate of Irwin

County, in that portion of Georgia wherein is situated the land now offered for sale, no doubt exists; its healthful character is that which invariably belongs to elevated table land in temperate latitudes, and is vouched for by the concurrent testimony of persons who have long been residents, of purchasers who have visited the district, and of the agent sent out to inspect and report upon it. Convinced by all this evidence, I do not hesitate to recommend the situation and position as most desirable for the settlement of a large colony. It is true, as General Brisbane says, "the land is not *rich* to kill, but it is rich enough to make a lovely farming country," and in point of geographical position (equi-distant and accessible from the Atlantic and Gulf of Mexico) not surpassed by any in the United States.

At the same time I cannot conceal from myself the futility of attempting to locate a few isolated families, a fact I have fully proved by the experience of the last year. The emigrants who were purchasers of land, unreasonably fearful on their arrival of being deprived of some of the comforts and conveniences which habit had made necessary to them at home, and without pausing to consider the ample substitutes which a new country affords, in opening a comparatively easy road to independence, were displeased with everything, even with their newly purchased lands, before they had seen them, although they had the privilege of choosing, in lieu of those purchases, any other lots more suitable to their interests, through a length of 60 and a breadth of 20 miles of territory. Influenced by the feelings I have referred to, and alarmed by the exaggerated and interested representations of parties\*

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\* The citizens of Savannah, in particular, regardless of the welfare of the State at large, when their own narrow and selfish interests are concerned, lose no opportunity of giving currency to reports however unfounded, calculated to impress a stranger with the belief that the lands in Irwin County are valueless, and the whole scheme of attempting to found a colony there perfectly impracticable. This is easily accounted for. The settlement of the lands will necessarily and at an early period secure the completion of the railroad between the Ocmulgee and Flint Rivers, and thus open an uninterrupted line of internal communication between the Atlantic and Gulf of Mexico. This railroad will materially interfere with the Georgian Railroad, in which most of the Savannah people have invested capital. *Hinc ille lachrymæ!!!*



hostile to the proposed colony, they never availed themselves of these privileges. Such representations will always influence isolated settlers, who are prone to listen *on landing* to the accounts they receive, and mould their impressions accordingly without testing their truth or falsehood. The only remedy for this is, the adoption of the German system of emigrating in bodies of at least 50 or 100 families, who, on their arrival at the port of debarkation, at once proceed to their location, found a township or village, form a community amongst themselves, where they can talk of "Father land," and by social intercourse, banish from their dwellings the "Spirit of Loneliness" which haunts the solitary emigrant in the wild districts of foreign lands. This desirable consummation can only be effected by a well organized company, with a capital sufficiently large to secure the facilities and advantages, of a regular system of emigration to the honest and industrial classes, from which their own limited resources would otherwise preclude them.

Those friends in America whom I have the honour to represent, concur in the propriety and recognise the necessity of forming such a company. I shall therefore in accordance with their wishes be most happy to co-operate with any gentlemen in effecting this object, being well assured that union is strength, and that it is only by the combined energy and exertions of the many, the difficulties attending an infant colony can be successfully combated and eventually overcome.

RICHARD KEILY,  
1, Royal Exchange Buildings,  
London.













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